

# CITY ENGINEERING TIMES

Columbus, Indiana



1994

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Columbus, Indiana

December, 1994

## *SPECIAL EDITION: ANNUAL REPORT 1994 - THE YEAR IN REVIEW*

### *WalkWorks '94*

In 1994, the City's sidewalk replacement program was expanded to include the area bounded by the Flatrock River, 17th Street, and Gladstone Avenue. The program was also named "*WalkWorks*".

This was the third year for the program which was previously limited to the historic district. The *WalkWorks* program was designed to encourage property owners to replace unsafe, deteriorated sidewalks. Property owners paid \$6 per lineal foot of sidewalk to participate in the program (about half the total cost).

This year's *WalkWorks* program replaced over 9000 linear feet of sidewalks across 104 residential lots. The total cost of the program was \$132,301.28 with property owners contributing \$59,240.05.

Included in the *WalkWorks* program was the installation of 49 new curb ramps in conformance with the Americans with Disabilities Act.

The project was split into seven neighborhood phases which were constructed by Meshberger Construction (3 phases), Stoner's Concrete Finishing, North Contracting, and Harmon Construction (2 phases).

### *Central Avenue*

Phase 2 of the Central Avenue Reconstruction Project is expected to begin in May, 1995. The City and SIECO, Inc., consulting engineers, have been busy acquiring right-of-way for this section during 1994. As of December 1, 1994, more than 40 parcels of right-of-way have been acquired. A total of 48 parcels of land are needed for the project. The right-of-way acquisition has proceeded very smoothly for a project of this size.

Phase 2 included the widening and reconstruction of Central Avenue from National Road to Rocky Ford Road. The project entails widening the street to four lanes, installation of storm sewers, construction of sidewalks including curb ramps, and the installation of streetlights.

The first phase of the project, constructed in 1992, consisted of the widening from 10th Street to 25th Street. The third and final phase will extend from Rocky Ford Road to Bakalar Drive.

Central Avenue carries approximately 16,000 vehicles per day.

Funding of this project will be 80% federal and 20% local. The federal funds are derived from federal gas tax which we pay each time we purchase gasoline for our cars.

### Heaviest Rainfall of the Century

Unusually heavy spring rains in Columbus emphasized several drainage issues which have been or are currently being addressed. One very heavy rain on June 26, 1994, dumped more than five inches of rain in less than one hour, causing streets to be flooded in many neighborhoods across the northern sections of the City. This rainfall has been rated by local experts as a 200 to 300 year storm (which means that one such storm should occur every 200 to 300 years).

### 37th Street Storm Sewer Extension

The flooding of the intersection of 37th Street and Washington Street caused by the extremely heavy rainfall on June 26, 1994, prompted the Board of Public Works and Safety to contract with SIECO, Inc. to examine the drainage system in that area and to recommend actions that might be taken to minimize future flooding in that area.

This area was annexed into the City in 1990.

The SIECO report recommended the installation of a 36 inch pipe and an additional inlet to provide additional capacity. Bids for the construction of this new line were opened on December 13, 1994. Mass Construction submitted the low bid of \$37,226. Completion of the project is expected by April 15, 1995.

### Drainage Repairs

The City awarded contracts totalling \$87,205 for miscellaneous drainage repairs and improvements in 1994. This work is generally awarded through a quotation or bidding process.

The 1994 drainage projects included:

New drywells	5	Curb Repairs	2
Reconstructed Drywells	1	New Absorption Trench	1
New Inlets	3	Repaired Pipe	2
Reconstructed Inlets	6	Headwall Reconstruction	1
Repaired Manholes	3	Reconstructed Radius	1
Street Repairs	7		

### Haw Creek Storm Sewer Project

Bids were opened December 7, 1993 for the construction of a new outfall for the storm sewer which serves Green View, Green Briar, and Windsor Place subdivisions. The old outfall was not functioning properly due to deterioration and inundation by the high water in Haw Creek. Prior to the construction of this project, several sections of streets flooding during heavy rains.

North Contracting was the low bidder on the project. A contract was awarded on December 14, 1993. The project was completed June 30, 1994 at a cost of \$39,457.50.

### Broadmoor Addition

The City Engineer's Office, in cooperation with Breeden, Inc. and Milestone Contractors added storm sewer facilities in Broadmoor Addition. Prior to these additions, Broadmoor residents were frequently forced to deal with flooded streets and back yards.

After receiving inquiries from and meeting with the residents, the City Engineer and Breeden checked the design calculations and made several field observations to evaluate the condition of the existing facilities. The new additions to the system were then designed to provide the necessary capacity, which had been lost due to contamination of the drywells from building activity and runoff from unfinished yards.

Since the new drywells and pipe were installed in October, no ponding has been seen.

### High Vista Drainage Improvements

Meshberger Construction was awarded a contract for drainage improvements in High Vista in December, 1993. This project was designed to improve the drainage in the backyard drainage easement and to minimize soil erosion problems which existed in the area. The project was completed July 20, 1994 at a cost of \$23,080.00.

### Eastridge Manor Storm Sewer Extension

Eastridge Manor was annexed into the City in 1990. The area has frequently experienced drainage problems, which have become much worse in the last year, according to the residents.

The problem apparently is due to a deteriorating old field tile which runs from west to east through the subdivision and outfalls into Sloan Branch.

The planned storm sewer extension would replace and divert the old field tile into a new system which is designed to accept some additional runoff when the area west of Eastridge Manor develops.

Bids for the project were opened on December 13, 1994. Dave O'Mara Contracting submitted the low bid of \$52,757. Completion of the project is anticipated by April 15, 1995.

### Drywell Study Proposed

For over 30 years, Drywells have been used in many areas of the City to solve drainage issues. Those drywells have been designed using design criteria developed in the 1960's.

The City Engineer's office has developed a testing program to review those design criteria and to determine if new design criteria are needed.. This study should be completed in the early months of 1995.

**PROJECTS COMPLETED DURING THE STEWART ADMINISTRATION**

Taylor Road extension from 25th Street to National Road 1984  
Bakalar Drive extension from Central Avenue to River Road 1984  
Tipton Lakes Blvd. and Goeller Road intersection improvements 1985  
25th Street and Central Avenue intersection improvements 1985  
Rocky Ford Road and Central Avenue traffic signal 1985  
Poshard Drive extension from Middle Road to Marr Road 1985  
State Street sidewalk extension from Illinois Avenue to Coovert Street 1985  
Charleston Square sidewalk extension 1985  
Chestnut Street / City Cemetery sidewalk replacement 1985  
Goeller Court reconstruction 1986  
Mill Race Covered Bridge reconstruction 1986  
Arnold Street extension from Central Avenue to Kelly Street 1986  
Parking Lot construction at 12th Street and Jackson Street 1986  
People Trail construction from Noblitt Park to Mill Race Park 1986  
Carscape Parking Lot construction 1986  
People Trail Construction from Lincoln Park to Noblitt Park 1987  
People Trail construction from 19th Street to Ivy Tech 1988  
Stadler Drive construction 1988  
26th Street and Central Avenue intersection improvements 1989  
Community Entrance Signs 1989  
Streetscape / Washington Street improvements 1990  
7th Street realignment from Washington Street to Jackson Street 1990  
Herman Darlage Drive construction 1990  
Taylor Road and Waycross Drive traffic signal 1991  
Tenth Street traffic signal improvements 1991  
Terrace Lake Road improvements from Goeller Blvd. to Shields Drive 1991  
Sidewalk construction on Brooks Street, Indiana Avenue, and Parkside Drive 1991  
River Road reconstruction at northwest corner of airport 1992  
Central Avenue at Laurel Drive widening 1992  
25th Street and Haw Creek Avenue right turn lane construction 1992  
16th Street and Franklin Street flashing signal improvement 1992  
Sidewalk Replacement in Historic District 1992  
Central Avenue reconstruction from 10th Street to 25th Street 1992  
Parking Lot No. 4 reconstruction 1992  
25th Street and National Road reconstruction 1993  
25th Street and Marr Road reconstruction 1993  
Sidewalk Replacement in Historic District Phase 2 1993  
Carr Hill Road realignment near Champion Drive 1994  
Haw Creek storm sewer extension 1994  
River Road improvements from Rocky Ford Road to North Riverside Drive 1994  
Parking Lot No. 1 expansion 1994  
Eastridge Manor drainage improvements 1995  
3th Street and Washington Street storm sewer extension 1995  
Chestnut Street extension from 2nd to 3rd and storm sewer 1995  
Central Avenue reconstruction and widening from National Road to Rocky Ford Rd. 1995

**STUDIES CONDUCTED DURING THE STEWART ADMINISTRATION**

Central Business District Traffic Study 1986  
Thoroughfare Plan Update 1994  
Storm Sewer Master Plan 1993  
Downtown Revitalization Traffic Study 1989  
Front Door Committee 1990  
Geographic Information System (mapping) 1990  
Annexation Studies 1990

# City Engineering Times

## *Section B*

Columbus, Indiana

December, 1994

### *Accomplishments of the Stewart Administration*

#### **Sidewalks Became a Priority**

During the Stewart years, installation and replacement of sidewalks became a top priority. The sidewalk efforts began in 1985 with the construction of new sidewalks along State Street from Illinois Avenue to Coovert Street. That section of sidewalk was later extended eastward to connect to East High School and the Clifty Park People Trail.

In 1985 the City also extended the sidewalks at Charleston Square and replaced the sidewalk and curb on Chestnut Street along the City Cemetery.

The City also became active in the construction of pedestrian and bicycle trails, called "People Trails" in 1987, with the construction of a trail connecting Noblitt and Mill Race Parks. That section as well as several others which have now been constructed continue to be enjoyed by many citizens.

Stewart also initiated a cooperative program to encourage property owners to replace unsafe, deteriorated sidewalks. That program which has just completed its third year has replaced 18,000 feet of sidewalks across over 200 lots and has installed over 100 curb ramps.



All-America City 1994

#### **Safety Improvements Completed**

When Robert Stewart became Mayor, the intersections of 25th Street and Central Avenue and 25th Street and National Road were competing for the highest accident locations in the city. Each intersection averaged over 40 accidents per year.

Improvements at 25th Street and Central Avenue were completed in 1988. Since that time less than 20 accidents per year have occurred at the intersection.

Improvements at 25th Street and National Road were completed in 1991. Accident frequency at this intersection has also been reduced to an average of 20 accidents per year at this very busy intersection.

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#### **Engineers "R" Us**

Three City Engineers have served the City during the last eleven years. Keith Reeves was appointed to the position in 1980 and resigned in 1985 to accept a position with Columbus City Utilities. George Dutro was appointed by Mayor Stewart in 1985 and served as City Engineer until 1992. When he resigned to continue his education, David Hayward was appointed and has served the City since 1992.

Charlotte Welmer served as the secretary for the Engineering Department for over 30 years prior to her retirement in 1993. She was replaced by Rebecca Douglas.

## Chestnut Street Extension

On December 20, 1994 the Board of Public Works and Safety opened bids for the extension of Chestnut Street between 2nd Street and 3rd Street. The new street, expected to be completed by June 1, 1995, is proposed to carry one-way northbound traffic. The existing section of California Street between 2nd and 3rd Streets will become one-way southbound. A major part of the project is a storm sewer trunk line which extends southeast to Haw Creek.

## Traffic Flow Changes

Several significant traffic flow changes were approved in 1994.

The biggest change was the conversion of Jackson Street and 7th Street from one-way back to two-way. Both streets had been changed to one-way operation when Washington Street was changed to two-way as part of the Streetscape project.

Another change in the downtown area was the closing of 6th Street east of Franklin Street for the expansion of the area parking lots in conjunction with the expansion of the Visitors Center.

The intersection of 29th and Foxpointe Drive was changed from a one-way stop to an all-way stop due to increased traffic and intersection geometry.

## City Parking Lot No. 1 Expansion

On September 13, 1994, the Board of Public Works and Safety awarded a contract to Roberts Asphalt for the expansion of City Parking Lot No. 1. This lot is located south of 1st Street between Washington Street and Franklin Street. The \$31,861.47 project was completed September 27, 1994.

This project extended the parking lot easterly to Franklin Street. The project added 25 new parking spaces and installed a new curb ramp at the intersection of 1st & Franklin.

At press time, plans were being made for the landscaping of this lot.

The funds for the expansion of this lot including landscaping were appropriated from the "Parking Meter Fund".

## Rocky Ford Road and Middle Road

Plans for the construction of Middle Road from National Road to Rocky Ford Road and the reconstruction of Rocky Ford Road from Central Avenue to Marr Road have been completed by D.E. McGillem and Associates. Those plans will be useful when the remaining property along the routes develops. Both projects could be constructed if funding is approved and right-of-way is acquired. If the Central Avenue project cannot be constructed in 1995, the Middle Road project would be the next priority.

Plans are also being prepared by AECON, Inc. for the section of Rocky Ford Road from Marr Road to Taylor Road in conjunction with a county project to replace the bridge on Marr Road at 300N.

## Deaver Road Sight Distance Improved

Responding to reports of limited sight distance at the intersection of Smoke Tree Drive and Deaver Road, the City Engineer's office designed improvements to Deaver Road. The improvements included cutting down a hill and widening the street.

The City signed a contract for the project on July 12, 1994 with Milestone Contractors. The cost of the project was \$101,832.80.

## River Road Reconstructed

After years of piecemeal widening by developers and patching by utility companies, River Road had become a patchwork of asphalt. In July, the City awarded a contract to Milestone Contractors to reconstruct the pavement. The project included widening in three locations, installation of several drywells, construction of four curb ramps, and resurfacing the entire street from Rocky Ford Road to north of Riverside Drive. The \$130,592.72 project was completed in August.

## Street Overlay Program

The City's annual street overlay program covered 8.6 miles of city streets this year, approximately 4.5% of City's total street mileage. The overlay work was completed by Milestone Contractors at a cost of \$275,497.59. Also included in this year's program was the raising of manholes and water valves at a cost of \$24,500 and the construction of 81 new curb ramps at a cost of \$51,030. The installation of curb ramps was a new requirement of the Americans with Disabilities Act.

## New Streets Constructed

It was another busy year of home building and street construction in Columbus. Fourteen new streets were constructed in six subdivisions in 1994. These streets totalled 10,675 feet (2.02 miles). The streets and subdivisions are listed below:

### Foxpointe East

Gray Fox Court	290'
29th Street	736'
Fox Hollow Court	288'
Fox Ridge Circle	281'
Fox Ridge Drive	430'

### Turtle Bay

Box Turtle Drive	550'
Channel Drive	1,712'
Turtle Bay Parkway	1,235'
Tipton Lakes Boulevard	605'

### Woodcrest

Tupelo Drive	490'
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### Broadmoor

Fairfax Court	380'
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### Flatrock Industrial

Long Road	1,990'
Industrial Road	390'

### Woodfield Place

Woodfield Drive	1,300'
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## Carr Hill Road Straightened

The Board of Public Works and Safety contracted with Contractors United, Inc. in October, 1993 to reconstruct and straighten a section of Carr Hill Road near the water tower. The \$114,495.32 project was completed in July. This project, in conjunction with Tipton Lakes Company's extension of Champion Drive will provide a second means of ingress and egress for Tipton Lakes residents located west of the bridge.

### Front Door Project

Plans are currently being completed for the Front Door Project which includes SR46 from SR11 to 350W. A bid letting is anticipated in March, 1995 for the first phase, the reconstruction of I-65 interchange. This first phase is expected to take two construction seasons for completion. The schedule for the future phases is dependent on funding of the project.

The project is being designed to enhance traffic flow and safety and includes improved lighting, reconstruction of the roadway, installation of medians and left turn lanes, and landscaping and people trails.

### SR46 Improvements

The widening of SR46 west of I-65 are scheduled to begin next spring. The project, scheduled for a February bid letting, includes widening the roadway to four lanes, installation of medians and left turn lanes, and the construction of sidewalks. The project should be completed late in 1995.

### Interchange Reconstruction Scheduled

Reconstruction of the interchange at I-65 and US-31 began in 1994 and will continue into 1995. The project being constructed by Milestone Contractors includes the total replacement of both overpasses.

INDOT is also scheduling the replacement of the overpass at I-65 and SR58 for the 1995 construction season. This project will eliminate all east-west traffic from crossing the interstate at this location. City and county officials have been discussing the impacts of this project on other local roads in the area.

### State Street Improvements

Bids were opened by INDOT in April for improvements to State Street from Stadler Drive to Mapleton Street. That project was recently completed. The project included the removal of the mountable center curb, installation of a two-way left turn lane, and the resurfacing of a portion of the street.

### National Road Overpass Completed

Almost 18 months after work began in April, 1993, the Conrail overpass project on National Road was completed by Contractors United, Inc. in September. The project included the new overpass and the widening of the section of National Road from Lowell Road to Commerce Drive to four lanes.

The City Engineer worked closely with INDOT on temporary street closings, pavement sections, and access to the nearby Cornbrook Addition.

### School Area Committees

In response to traffic flow and safety concerns, committees were formed to study and discuss problems in the areas of Schmitt and Lincoln schools.

Representatives of Schmitt, All-Saints, Northside, and North schools along with school administration, police, fire and city officials and neighbors gathered to discuss the concerns around the Schmitt area. The committees recommendations have been implemented and traffic is moving more smoothly. The only physical improvement recommended, a new sidewalk between Maple and Home Avenues on 27th Street, was constructed by the school corporation.

Representatives of Lincoln, Central, and St. Peters schools along with other members of the above committee then turned their attention to the area around Lincoln School. This committee's recommendations were implemented at the beginning of the school year.

A minister parked his car in a no-parking zone in a large city and attached the following note to his windshield: "I have circled this block 10 times. I have an appointment to keep. *Forgive us our trespasses.*"

When he returned he found this reply attached to his own note along with a ticket: "I've circled this block for 10 years. If I don't give you a ticket, I lose my job. *Lead us not into temptation.*"

### OFFICE STAFF

City Engineer:	David Hayward
Assistant Engineer:	Steve Rucker
Secretary:	Rebecca Douglas
Draftsperson:	Ernie Wehner
Draftsperson:	Dave Harden
Field Inspector:	Randy Sims

### Downtown Parking

The Downtown Parking committee, which had been meeting since April, 1992, finalized its recommendations and presented a new parking ordinance to the City Council on December 20. If the new ordinance is adopted, it is hoped that the new plan can be implemented by March, 1995.

The committee which consists of City officials, downtown merchants and owners, and Historic Columbus Development officers, will continue to meet to implement the plan and to evaluate its effectiveness.

The proposed plan encourages close, on-street parking for customers and clients while providing employee parking in outlying areas or in leased lots. The plan also includes provisions for three hour parking for users who need more than two hours.

### Terrace Lake Road

The City contracted with SIECO, Inc. Consulting engineers, to design improvements to Terrace Lake Road from Carr Hill Road to CR 200S. This is the major route from the Countryside and Tipton Lakes areas to Southside School. The improvements will include road widening, installation of curb and gutter, and cutting down several hills to improve sight distance. Construction activities are not yet scheduled.

### Haw Creek Avenue

In response to increasing traffic volumes on Haw Creek Avenue due to the new configuration of the Columbus Regional Hospital, the Board of Public Works and Safety contracted with Woolpert Consultants to design improvements to that street. Those improvements are expected to include widening the east side of the street, curb and gutter on the east side of the street, and the construction of a new storm sewer. No schedule has been set for construction.

*Technology is like a steamroller. If you are not on the steamroller, then you are destined to become part of the road.*